



Columbia Seaplane Pilots Association

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CSPA

BULL-A-TON

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In Memoriam: Art Lazzarini

This last week the aviation community lost one of it's brightest lights. Art (Artie) Lazzarini was killed in a plane crash in Oklahoma on 04/21/2011.

Artie was a full-time flight instructor living in Hailey Idaho. In his long career as a flight instructor, he came to specialize in mountain flying and backcountry aviation. He introduced countless pilots to the joys of mountain flying with a style of instructing that left an indelible impression on all who had the privilege to fly and learn with him. He was a long time contributor to the Idaho Aviation Association newsletter and he had a knack for making his monthly reports fun and interesting to read. I always looked forward to my newsletter to see what he was up to and read one of his great stories. My wife Mary and I really enjoyed our visits with him and his wife Bonnie and we will miss him terribly.
--John Chlopek

CSPA 2011 Annual Meeting/Fly-In Saturday, May 7, 2011 - Lenhardt Airpark

PLEASE NOTE: The original proposed date of Sunday May 8 (Mother's Day) has been changed to Saturday, May 7!

Where:
29502 S. Meridian Rd. Hubbard, OR 97032.
Warren Bean's Hangar, Lenhardt Airpark, Hubbard, OR.

By Land:
Traveling south on I-5, take exit 282a, which feeds onto the Hubbard Cutoff Rd (6 miles). Left onto 99E for 1.9 miles. Turn left onto G Street, then left onto Whiskey Hill Road for 2.9 miles. Left on S. Meridian for 0.2 miles. Drive-way is just north of airport hangars.

By Air:
FAA: 7S9. 3200 ft
Lat/long: 45 10.824 N 122 44.606W
Elevation: 165 MSL
Runway length: 3200 ft., paved/ grass adjacent.

Check on line for further information:
<http://www.airnav.com/airport/7S9>

By Sea:
In keeping with the CSPA tradition, this is not an option. Do NOT land on either pond adjacent to the airport.— Both are Private.

Timeline for the Day:
11:00 Bull session
12:00 Potluck
1:00 Annual CSPA Meeting

Bring your favorite side dish, appetizer or dessert and we'll supply the burgers and drinks.

RSVP or call with questions:
Bill Wainwright at 503-293-7627
btwainwright@comcast.net

President's Message Part I:

The Start of Water Flying Season by Aron Faegre

The last few months have been extremely busy for me with work and family chores, but yesterday the weather won out. Saturday April 24th was our first really clear, warm spring day, in what seemed like forever, so I launched from the bank in front of the Wiley tennis court. The Willamette is somewhat high, with the Wiley Road knee deep in water. It was the first flight of the year for me.

The salmon season is open, and the water finally clear, so fishermen had the Willamette River in our area quite clogged with the

"debris" of boats and fishing lines. I told myself to be patient, and taxied south up through them to the other side of the Railroad Bridge, where the water looked wide open. As I started my take-off run, a power boat further up ahead slowed, some fishing boats turned toward the takeoff path, and just when I might have lifted off I started into the power boat's trailing wave train. So I decided: better to slow down and wait. So the first takeoff of the year was aborted. (continued on page 2)

Bull-a-Ton Newsletter Editor:
Mary Chlopek

President's Message

Part I: The Start of Water Flying Season

(continued from page 1)

After a few minutes the clutter ahead opened up, and the next takeoff try was easy and normal. It felt great to be airborne again. I decided to fly north to Vancouver Lake where landings and takeoffs could be straightforward and simple. I was out for some good practice takeoffs and landings to get my best flying skills in order. Well, once to Vancouver Lake I found it was extremely glassy water, and I thought to myself, aahhh another test of skills; and I wondered: should I do this as my first landing in 5 months? I approached low over the shrubs in the water next to the island and it went well, and as trained, I kept the nose up attitude, and just let the plane land itself. I saw a couple of kayaks off to the east a ¼ mile, so turned around and took off through my own wake. I then returned to do one more glassy water landing, and then figured that's enough. No point in tempting the gods. The DUATS weather had indicated there was more wind at Aurora than Scappoose. Maybe up-river I can find some more normal water that I can see ... so I flew back south figuring the water up above the Willamette Falls would have at least some ripples.

On the way south, I bumped the headset plugs and the headset went dead. So I plugged and unplugged it several times with no luck. Then I tried plugging in on the copilot side – again no luck. First thought was the headset must have gone bad. I turn the noise cancelling on and off and at least the electronics are working. Next I notice the fuel gauges read empty. Oh ok, I had accidentally pushed off the master switch next to the headset plugs. Thus no power to the intercom and everything else except the engine. In 20 years of flying I'd never done that before. So one more lesson, number 3, you can bump things on the instrument panel. A new one for me.

On arriving at the falls, there were only a few boats, but there were more than a few ripples, so all good. Landed thinking of our friend Dave Wiley, wondering if possibly there is more to life than I thought and he just might be watching me. Landed somewhat near a jetski that was zipping around – so lesson number 4 – remember to stay even further away next time. He saw me early so I was relatively sure he was going to stay where he was. He watched me land, and we waved to each other. He and his passenger looked cold.

Next, decided the even though it was somewhat glassy water, I could do the slow, low flight up river under the two sets of wires and land in the upstream pool. That was a favorite training flight of Wiley. Flying through that section I recalled my trip in Sault Ste. Marie, Canada where I shot a small rapids in the seaplane to get to the US Customs man back behind an island on the US side. These rapids look similar. Once upstream to the pool, I land and find myself in the vicinity of an elderly man and his grandson in a small row boat, the boy with his fishing line out the back. Re-

minder number 5 – look for these slow and fragile boats on every landing. I taxi slowly by, we wave, and I get well clear before taking off. I remember myself at the boy's age, looking at a seaplane and wondering: "someday will I get to fly in one of those." The dead calm day should make flying a piece of cake, but actually there are 12 knot winds out of the south at 3000 feet, so throughout the whole trip, I find myself in air that varies from nice and calm, to suddenly somewhat of a large updraft or downdraft, as the upper moving mass burps into the stagnant lower air mass. Reminder number 6: keep track of the air masses.

Almost back north to Wiley's and I notice that near where I took off, south of the Railroad Bridge is the new Lake Oswego Public Dock. That will be a new thing in the neighborhood to think about, and ensure slow taxi in its vicinity. I wasn't aware of the new dock during takeoff, though avoided it sufficiently. Reminder number 7: look for new docks or river activities that we seaplanes need to be "neighborly" in relations.

Finally back to Wiley's SPB and the boats clutter the landing areas. So I figure I can go around the west side of Elk Rock Island and land south to avoid them. All good till 25 feet above the water when some sort of downdraft and sudden airmass movement to the west, toward the cliff, puts me into a steeper turn than I thought I would have to make. Landing a bit on one float, not ideal, and the plane feels somewhat nose heavy. I don't have the usual baggage of junk in the back. Maybe that is all it is. Or maybe next time use a bit more power on landing. Taxi to the dock. All ok. 1.9 hour flight. Feels good to be in the air again. As Wiley used to say: there is something to learn from every flight.

I mention all this, just to remind you – in these harder economic times, maybe you like me have had a break from flying that is longer than in the past. I have never been out of currency for carrying passengers, with my minimum 3 landings and takeoffs within 90 days in all of the past 15 years. This is the first year where I hadn't flown for upwards of 5 months due to a combination of aircraft annual, winter weather, and just needing to keep my nose to the grindstone at work a bit more than usual.

So, on YOUR first flight of the season, keep your EYES WIDE OPEN. The real world of float flying is, as always, full of surprises and changing conditions. I thought I was well prepared and would not have much to work on during this first flight of the year. I was reminded otherwise. Have fun, and be safe!

Part II: News on Waldo Lake

CSPA continues to work toward a reasonable solution to maintaining our prior allowed access to Waldo Lake. As you all know, we won our Federal lawsuit against the U.S. Forest Service’s attempt to block floatplanes. But then the Governor apparently forced the Marine Board to adopt the U.S. Forest Service’s floatplane prohibition language as a new Marine Board rule. However, because the Oregon Legislature had passed the prior rules for use of Waldo Lake, and they did not prohibit seaplanes, there is a legal precedent that the Marine Board rule cannot trump the Legislature’s existing law. Also, per other state laws, the regulation of seaplanes on Waldo Lake, if it was to be made at all, should have come from the Oregon Aviation Board, not the State Marine Board.

On March 28th we filed a “Petition for Judicial Review of Administrative Rule” prepared by our attorney W. Michael Gillette. Gillette is a highly respected former Oregon Supreme Court Judge (1986 to 2010) who has looked carefully at our case, and believes the Marine Board rule should not govern seaplane use of Waldo Lake. A copy of the brief can be found on our CSPA web site. His brief in parts says:

“Petitioner CSPA represents floatplane owners who utilize Waldo Lake as, inter alia, (a) a destination, (b) a stopover point when flying cross-country between Oregon lakes and rivers when needed due to conditions affecting safe flight, (c) a stopover point when flight constitutes interstate or international travel when needed due to conditions affecting safe flight, and (d) a precautionary stopping point in the event the pilot in command determines that there is risk that could affect the future safety of a flight ... petitioners are adversely affected and aggrieved by the rules, because the rules interfere with some or all of the foregoing activities of their members.”

Our hope is that the case does NOT go to trial, though we have no

doubt we would win. With this legal filing we are going to simultaneously attempt to see if the issue can be re-visited with the Marine Board and Oregon Aviation Board in a more rational and truly democratic process. CSPA members are also environmentalists and care enormously about the scenic and wilderness qualities of Waldo Lake. We are fully prepared to work with the State and the US Forest Service to establish good noise abatement procedures, preferred landing or takeoff locations, and any number of other cooperative working agreements so that all users can enjoy the lake.

We will gladly take the lead in helping to keep Waldo Lake the unique and special resource it is for all Oregonians. Just as the British Columbia seaplane pilots have developed a very positive MOU working relationship with the BC Provincial Parks system, a relationship that benefits both parties, we would like to have a positive working relationship with the public agencies that oversee Waldo Lake. Our use of the lake is very small, and often at time periods when the lake isn’t even accessible by others due to snow blocking the road. There is a reasonable approach that allows shared use of Waldo by the seaplanes.

I will keep you informed of our progress. If you have some specific positive ideas on how we can be good neighbors to the other users of Waldo Lake, please send me a note with your ideas. Hopefully, we will get an opportunity to work positively with our state and federal agencies on this issue and I would like to bring your ideas to the table at that time.

Respectfully,



Aron Faegre, CSPA President

When the Best of us Pass...

By John Chlopek

This weekend I lost a good friend in the person of Art Lazzarini. Artie was the consummate professional flight instructor and a man who spent much of his adult life teaching those of us who love to fly in the mountains how to do it safely. It really makes me think about flying and its risks when someone of his caliber and experience perishes in an aviation accident. We all know the risks of flying, and if we have been doing it for very long we know someone who was very good at it who has had a preventable or unexplained accident. Some will question if the risks inherent in flying are worth the rewards. Some may choose to give up the activity. Some pilots will think that they are too good or lucky for that to happen to them. I hope what will happen will be that we all review our flying habits, especially our risk management techniques. The better we become at flying, the more casual we become in our risk management. It is just human nature. After hundreds or thousands of hours of incident-free flying, we become complacent about some things. Just because it has not happened to us before, we think it will not happen ever.

One thing Artie taught me is to never fly down the center of the canyon because you cannot do a 180 in the center of a tight canyon. By being on one side or the other, you can at least make a turn, which is one more option than you’ll have in the center. I watch pilots casually fly down the center of mountain canyons at low altitudes all the time. A simple change in position and altitude would vastly increase the viable options in the event of an engine failure, or the need to turn around. Risk management is about giving yourself all the options that you can for each particular flight and reducing the risks by eliminating the ones you can.

Al Capone said "Nobody moves, nobody gets hurt," which in my view is no way to experience this life, but I try to keep in my mind the motto “A good pilot is never surprised when things go wrong; he is surprised when everything goes right!”

We should all take the opportunity to refresh our risk management outlook once in a while.

Seaplanes and The RAF, (not the Royal Air Force)

The Recreational Aviation Foundation (RAF) <http://theraf.org/> is really tuned in to the needs of General Aviation flyers needs when it comes to keeping the remote airstrips in America open for the public to continue to use. They have recently made a landmark decision in that they will also support the effort to keep seaplane landing rights viable where they exist today. Currently on their plate is the U.S. Forest Service land management process. You will recall that the initial Waldo Lake closure came from the decision by a local District to implement a planning rule that was specific to their desires while not looking at the issue as it effected the public as a whole. Below is a short description of what is currently in the mill and what you can expect to be informed about in a very short time. We hope that when the Talking Points come out that you will take a minute to make a comment to the Forest Service on this important effort. — Bill Wainwright, CSPA Vice President, SPA Field Director for Oregon

The United States Forest Service is in the process of revising its entire land management planning process. This has not been done since 1982. The USFS has held round table meeting throughout the country to gain public input. This has culminated in a draft plan (RULE) that was published in the Federal Register on February 14, 2011. Following this publication, a series of meeting were again held throughout the country to answer questions from the public and provide information as to how to comment on this draft plan. This is where we are now and public comments must be received by May 16, 2011.

The Recreational Aviation Foundation (RAF) has been attending these meetings, beginning with the first ones in Washington, D.C. Upon review of the draft RULE, the RAF has determined that the draft has significant short comings in regard to recreation and access for recreation purposes. The RAF has developed a detailed comment that includes suggested specific wording changes and additions to the draft text. Shortly, the RAF will disseminate a call to action for all pilots interested in continued public lands access to comment on the draft RULE. The RAF will supply talking points for you to use.

Stay tuned. Chuck Jarecki, RAF Director



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—RETURN SERVICE REQUESTED—